

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS
FRENCH
RESERVE
IMPORTERS.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,564

號五廿月九年六零百九千一英

HONGKONG, TUESDAY, SEPTEMBER 25, 1906.

日八初月八年午丙

PRICE, \$3.00 Per Month.

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1915 A. DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE

Price \$10.
FORWARDED TO ANY ADDRESS

OBTAINABLE FROM THE PUBLISHERS—
9, QUEEN'S ROAD CENTRAL.
Hongkong.
Hongkong, July 10, 1906.

KOWLOON CRICKET CLUB

THE POSTPONED ANNUAL GENERAL MEETING of the above Club will be held at the Seaman's Institute, Elgin Road, Kowloon, on THURSDAY, September 27, at 9 P.M.
H. E. GOLDSMITH,
Hon. Secretary.
Hongkong, September 21, 1906. 1848



NOTICE

THE SALE OF SUNDRY NAVAL, VESSELING, OBSOLETE and CONDEMNED STORES will take place on TUESDAY and WEDNESDAY, the 26th and 27th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, September 20, 1906. 1820



HARBOUR MASTER'S DEPARTMENT.

NO. — Information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—
On FRIDAY, 28th September — From Plover and Lower Bulwer, in a westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.
If the weather is unfavourable on the above date, Practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the ranges.
L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, &c.
Hongkong, September 22, 1906. 1841



CITY AND HILL DISTRICT WATERWORKS.

GOVERNMENT WORKSHOP.

REQUIRED as WORKSHOP OVERSEER, an European TRAINED MECHANIC, having a sound knowledge of machine and fitting work, and capable of undertaking repairs to steam engines and pump-work. He must also be able to keep proper accounts of the men's time and all stores issued and received. Salary at the rate of £240 rising to £270 a year by £15 triennially. The appointment to be a temporary one, subject to a month's notice on either side in the first instance.
Applications, with copies of testimonials, to be addressed to the Director of Public Works not later than Noon on MONDAY, the 1st Proximo.
W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, September 22, 1906. 1839

CHEAP CLEARANCE SALE
OF
DRAPERY, & C.
DART LOONG'S
51 AND 53, WELLINGTON ST.
FOR ONE MONTH ONLY.
FROM 15th SEPTEMBER.
TO MAKE ROOM FOR NEW GOODS.
Hongkong, September 17, 1906. 1809

Business Notices.

**INNES' PATENT
METALLIC ZINC POWDER.**
THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,280 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossin.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted). 9 p.m. (Sunday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The Steamers, carrying His Majesty's Mails, are the largest and fastest on the line. They are fitted out to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Express, leave Hongkong at 9.30 A.M., and a Second Departure about 7 P.M.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a Special Express, leave Macao about 7 P.M. (See Special Page).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
VICE TEMPORARY SUSPENDED.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 558 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Barchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trip takes about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Bank.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.
16, QUEEN'S ROAD CENTRAL.
Hongkong, September 12, 1906. 1190

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).
SPLENDID PHOTOGRAPHS OF DAMAGE DONE BY THE TYPHOON.
TAKEN THE SAME DAY.

One Hundred Views to Select From.

Hongkong, September 19, 1906. 1178

KELLY & WALSH, LTD

TREASURE IN HEAVEN: A Romance of Riches, by MARIE CORELLI	\$1.75
The Jungle, by Upton Sinclair	1.75
The Invasion of 1910, by W. Le Queux	1.75
A Royal Affair, by Guy Boothby	1.75
The Queen's Tragedy, by R. H. Benson	1.75
The Confessions of a Princess, by J. Hocking	1.75
The Man Who Rose Again, by J. Hocking	1.75
Eve's Diary, by Mark Twain	1.50
1,000 Pink 'Uns from the Sporting Times	.80
The Business Blue Book (For Progressive Men)	.80
365 Luncheon Dishes	.70
365 Dinner Dishes	.70
365 Breads and Biscuits	.70
Care and Management of Electrical Machinery, for Power Users and Attendants	.80
The Schott Methods of Treatment of Chronic Diseases of the Heart, by W. B. Thomas, M.D.	3.75
The History of the Civil War in the United States 1861-65, by W. B. Wood and M. J. Edwards	9.25
AN ANGLO-CHINESE CALEN- DAR: For 250 Years, 1751-2,000, by Chas. Kien	2.00
The Late Mrs. Nall, by E. R. Stockton	.40
The Cruise of the Cachalot, by F. T. Bullen	.40
Floresam, by H. S. Merriam	.40
A Queer Affair, by Guy Boothby	.40
Secrets of the Foreign Office, by W. Le Queux	.40
The Grip of the Bookmaker, by Percy White	.40
The Stolen Emperor, by Mrs. Hugh Fraser	.40
Suzette Veut me Lecher! by Wily	2.10
David, L'Orgie Biblique, by C. Didier	2.00
Les Amours Perverbes de Rosa Scari, by C. Per	2.00
Sociologie of Literature, Etude on Coco on les Monte-En-L'Air, by Geron	2.00
L'Isle de L'Europe, by J. Grand	2.00
La Fille de Don Juan, by Pierres	2.00
Sales, by M. A. de Boret	2.00
Noces Blanches, by M. A. de Boret	2.00
La Maitresse Americaine, by E. Montfort	2.00

WANTED.

A FIRST-CLASS BILLIARD TABLE

Apply to

Care of 'CHINA MAIL' OFFICE.

Hongkong, September 3, 1906. 1738

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905, £17,537,119.

—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,857,500 0 0

II—Fire Funds £3,386,720 9 8

III—Life & Annuity Funds £13,762,898 8 6

£17,537,119 8 1

Revenue Fire Branch £2,061,044 19 4

Life & Annuity Branches £1,713,808 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO.,

1587

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER.

CAMPBELL, MOORE & CO., LIMITED.

CLEARANCE SALE.

CLEARANCE SALE.

COMMENCING ON

MONDAY, the 17th inst.

FOR 2 WEEKS ONLY.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

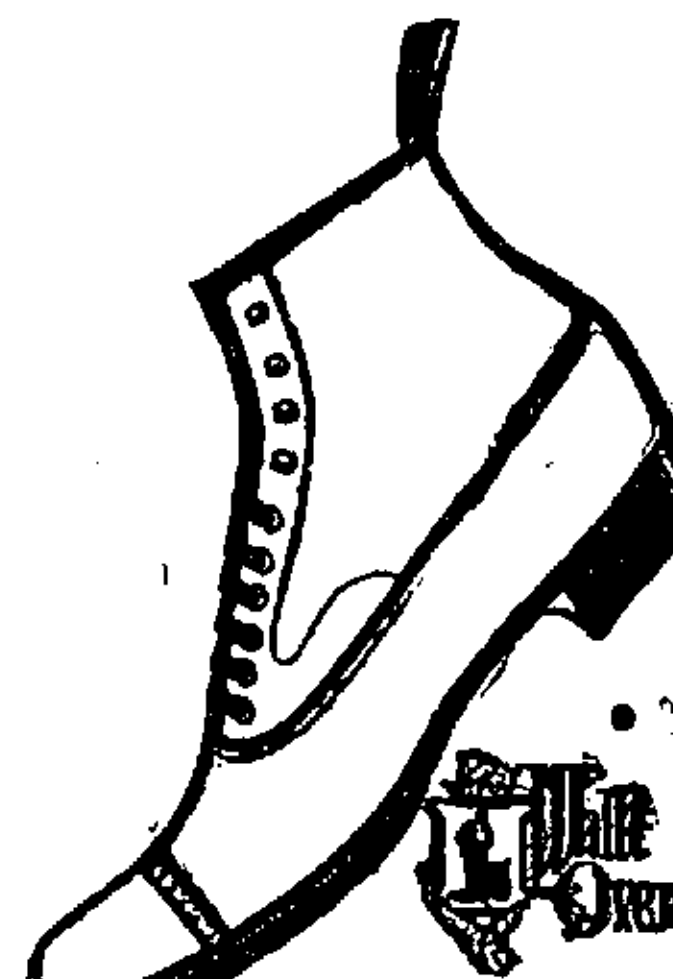
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—4, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

JUST RECEIVED NEW CONSIGNMENT OF
'WALK OVER' BOOTS

BLACK BROWN PATENT
VARIOUS SHAPES AND SIZES.



LANE, CRAWFORD & CO.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA CHARGE.
H. H. LYNES, Manager.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER. 1885

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

THE OLIVER TYPEWRITER

VISIBILITY.
SIMPLICITY.
DURABILITY.

UNRIVALLED FOR DUPLICATING.
WAITING IN SIGHT.
UNIVERSAL KEYBOARD.
GRANT & LESLIE,
GEN. AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 728

14, DES VŒUX ROAD CENTRAL.

Business Notices.

GREEN ISLAND CEMENT CO., LD PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS & MILLINERS.

ARE NOW SHOWING
A GOOD SELECTION OF SMART NEW FOULARDS
AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.
NEW KID GLOVES.
7 & 9, Pedder Street (Hongkong Hotel Building).

HOTEL BALTIMORE

LATE HOTEL AMERICA
2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
Terms Reasonable. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.
Hongkong, March 2, 1906. 459

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CHOCOLATEY and GLASS

WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES. 179

W. BREWER & CO

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

Reinforced Concrete, by E. D. Watrou	...	\$ 7.00
The D-46 Gallery—Very Fine Engravings	...	15.00
Sights and Scenes in Scotland; 285 Illustrations	...	15.00
Don Quixote; Illustrated by Doré	...	7.50
British Battles, by Sea and Land; 3 Vols.	...	12.00
Old and New London; 2 Vols.	...	8.00
Her Dead Hand, by W. H. Wilson	...	...
The Condemned Door, by Holgerboey	...	...
Court Zarka, by Magoy	...	40 Cents each.
Pillars of Light, by Tracey	...	...
Cruise of the Cachalot, by Bullen	...	...
Floresam, by Merriam	...	...
The Landwehr Gallery, 45 Full Size, Steel Engravings; Published at \$40.00; now offered at Quire New	...	30.00

TRY OUR V. O. S.

THE BEST WHISKY OBTAINABLE

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS.

14, QUEEN'S ROAD CENTRAL.

TORPEDO PRACTICE.

Exciting Incident At Plymouth.

An exciting incident occurred on August 9 in Plymouth Sound, one of the local fishing fleet being for a while in serious danger. The Plymouth trawler Maud, No. 55, owned by Mr. French, who is also the skipper, was beating across the Sound intending to pass through the eastern channel between Bovey and the cage end of the break water, when she was struck by a torpedo which had been fired from the break water in the course of the ordinary torpedo practice. The torpedo came in contact with the Maud on the starboard side just beyond the stern, smashing in three or four planks. Happily the force of the torpedo was about spent when it struck her, and had it been otherwise the consequences would probably have been more serious. As it was the starboard side of the trawler was greatly damaged, and the water poured into the boat with such rapidity that if the pumps had not been at once started she must have foundered within a very brief time. A few moments after the accident a Government steam launch was alongside the Maud, and finding that she had been severely damaged, took her in tow and got her into the inner harbour at Sutton Pool, where she was placed on the ground. During the whole time the pumps were kept going, and as she entered the pier it was seen that torrents of water were being poured out of her.

One of the crew stated, in the course of conversation, that when the torpedo struck the Maud it could hardly be felt, owing to the fact that the force was very nearly spent. Had it struck the Maud but a few inches further forward it must have knocked away her stem, and then she would have gone down where she was, as her bows would have been completely open.

Thanks to the constant use of the pumps, the vessel was enabled to reach the harbour, but when passing it was seen to be very deep down by the stern, and had it not been for the exertions of the crew and the assistance of the launch she could not have reached Sutton Pool.

THE LIVER RULES US!

BILE BEANS RULE THE LIVER.

LIVER COMPLAINT CURED.

EVERY sufferer from liver complaint should know that Bile Beans are a certain cure for these ailments, even though such may be of long standing. The liver is the most important organ in the body. If it is disordered serious complications result.

Mr. Wm. Scott, of Catherine Street, Hereford, says:—On Xmas day, 1902, I was taken bad with liver complaint. At times I felt cold, and at other times I felt hot, and my feelings alternated with flushes of heat, great thirst, and aching in the stomach. My head ached, and I had a general feeling of languor and depression. I had pain after food, wind, palpitation, and what little food I took would often repel. A local medical man was called in, and pronounced my case so grave as to require a consultation with another doctor.

This was held, and I was under treatment for some time. My condition became worse from day to day, and week to week, and for some time I hovered between life and death. I could not sleep for several weeks, and, as I lay awake hour after hour, suffering great pain, my state may easily be imagined. The liver complaint had seriously affected my sight, specks seemed to be continually floating before my eyes, the giddiness and the wind increased, and the pain in the legs and back was most agonizing. I lost all desire for food, and all sense of taste and smell. Despite doctor's attention, I did not get any better, and my friends began to fear it was only a matter of days with me. A friend who came to see me urged me to try Bile Beans. I commenced a course and had been taking the Beans for several days when I felt my spirits begin to rise a little, and I became able to enjoy a little sleep. I persevered with the remedy, and a desire for food revived within me. Strangely enough, the food taken did not cause pain as before. This was most gratifying, and from that time my progress was rapid.

The liver complaint was gradually subdued, and my whole system seemed to be strengthened and invigorated. In the end Bile Beans restored me to perfect health, and I became as you now see me, a living testimonial to their wonderful power.

Bile Beans are a cure for indigestion, flatulence, biliousness, constipation, piles, nervousness, anaemia, female ailments, weakness, colds, chills, neuralgia, rheumatism, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances
61, QUEEN'S ROAD CENTRAL.
1879

Dr. M. H. CHAUN,

THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VEXES ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.
1325

SIEN TING,
Surgeon-Dentist,
No. 14, D'AGUIAR STREET

TERMS VERY MODERATE
Consultation Free.

The World's Greatest Tenor



Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that fame is not without its anxieties. Of course his chief concern is the care of his marvellous voice, and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or sensitive temperament are most susceptible to nervous shock or nerve weariness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most gifted people usually make the greatest demands on their Nerve Force, and it is evident that Signor Caruso found the restorative properties of Phosferine so beneficial that he feels constrained to confirm the testimony of innumerable correspondents in every rank of life.

Which he has proved reliable.

Signor ENRICO CARUSO writes:—“Ho provato la Phosferine preparata dal Senore Ashton e Parsons, e la ho trovata sì molto efficace per la stanchezza. Con i migliori saluti, ENRICO CARUSO.”
(Translation) “I have tried the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, ENRICO CARUSO.” July 3, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Lazitude Backache Mental Exhaustion Sleeplessness Indigestion
Neuralgia Premature Decay Brain Fog Nervous Debility Fatigue
Rheumatism and all disorders consequent upon a reduced state of the nervous system

The Remedy of Kings
Phosferine has been supplied by Royal Commands
To the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, H.M. the Queen of Romania, H.M. the Dowager Empress of Austria, H.M. the Grand Duchess Olga of Russia. And the Personal Royal and Artillery throughout the world.
Sole Agents, Ashton & Parsons, 17, Farringdon Road, London, Eng. Price in Great Britain 1/6, 2/6, and 4/6. Sold by all Chemists, Grocers, &c. The 2/6 size contains nearly four times the 1/6 size.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1788. WERLE et Cie, Succrs.

PURVEYOR TO HIS MAJESTY KING
EDWARD

AND TO

HIS ROYAL HIGHNESS
THE PRINCE OF WALES.

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

USE ONLY & USE ALWAYS
ATKINSON'S MOST REFRESHING.
A LUXURIOUS PERFUME Far Superior to the German Kinds.
A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

PRIZE MEDAL
JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY GLASS BLACK CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 26th September, 1906, at 11 A.M., at his Sales Rooms, DUNDRELL STREET,—
THE WHOLE OF THE STOCK IN TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs GREGOR & Co. (Wine and Spirit Merchants).

The Stock comprising:—
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINE, 50 CASES ASSORTED LIQUORS, 55 CASES SHERRY, 45 CASES BRANDY, 40 CASES HO K & CO CASES BUNGEY, 25 CASES GIN, 30 CASES SATTREY, 25 CASES WHISKY, 45 CASES BEER, 27 CASES VERMOUTH, 16 CASES RUM, etc., etc.

For further Particulars, apply to the Undersigned.

TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 20, 1906. 1829

PUBLIC AUCTION.

THE Undersigned has received instructions from E. Brown, Esq., to sell by Public Auction, on

THURSDAY,

the 27th September, 1906, at 2.30 P.M., within his Residence, The "COTTAGE," BAKER ROAD THE PEAK,—
THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

Comprising:—
SILK TAPESTRY-COVERED DRAWING ROOM SUITE, PLUSH-COVERED EASY CHAIRS, TEAKWOOD EXTENSION DINING TABLE, MARBLE-TOP SIDINGBOARD with BEVELLED GLASS, DINING WAGON with BEVELLED GLASS, BREAK FENDERS, BRASS-MOUNTED DOUBLE HANDSTANDS with WIRE and HAIR MATTRÉS, DOOR and SINGLE WARDROBES with BEVELLED GLASS, COOKING STOVE and UTENSILS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES,
Auctioneers.

Hongkong, September 20, 1906. 1823

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (For Account of the Estate of the late W. F. DONALDSON DECEASED), on

FRIDAY,

the 28th September, 1906, commencing at 11 A.M., at No. 51, WONG NEI CHANG ROAD,—
A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue).
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 24, 1906. 1849

PUBLIC AUCTION.

THE Undersigned has received instructions from Mrs MAXFIELD, to sell by Public Auction, on

FRIDAY,

the 28th September, 1906, commencing at 2.45 P.M., at her Residence No. 33, WONG NEI CHANG ROAD,—
A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue).
TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, August 22, 1906. 1840

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms, Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA, Hongkong"

For terms, &c., apply to the MANAGER.

123

VICTORIA HOTEL,

SHAMEN, CANTON.

On the BATHING CONCOSSION.

MAOAO HOTEL

MAOAO, CHINA

In the Centre of Paoja Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

489

THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS: "CHEF KOWLOON."

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

Monetary Charges.

W. W. OSBORNE,

Proprietor and Manager.

138

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Albatross	despatch-boat	1790	12	3400	Comdr. E. La T. Latham	Hongkong
Albatross	cruiser, 2nd class	4380	10	3000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	90	Lieut.-Comdr. Davidson	Yangtze
Brimstone	river gunboat	710	2	90	Lieut.-Comdr. Bamber	Yangtze
Cherub	river gunboat	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	890	—	90		Shanghai
Cherub	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkie, D.S.O.	Wei-hai-wei
Diadem	torpedo boat destroyer	11,000	18	6500	Capt. H. W. Savory, R.N.	Hongkong
Fame	cruiser, 2nd class	360	—	600	Lieut.-Comdr. Hughes	Hongkong
Flora	torpedo boat destroyer	4300	10	7000	Capt. Grant Dalton	Wei-hai-wei
Hardy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Henkner Heaton	Wei-hai-wei
Kent	cruiser, 1st class	280	6	3900	Lieut.-Comdr. W. H. Darwall	Wei-hai-wei
King Alfred	cruiser, 1st class	9000	14	22,000	Capt. Da Hony	Wei-hai-wei
Kinsale	river gunboat	14,000	14	50,000	Capt. Cecil F. Thornby, R.N.	Yangtze
Monmouth	cruiser, 1st class	616	4	1200	Lieut.-Comdr. E. V. R. Dugmore	Wei-hai-wei
Moorhead	cruiser, 1st class	180	2	800	Capt. A. J. Tuke	Wei-hai-wei
Moorhead	river gunboat	860	2	6300	Lieut.-Comdr. R. E. Vaughan	Wei-hai-wei
Moorhead	torpedo boat destroyer	2400	6	6000	Lieut.-Comdr. J. Kiddle	Hongkong
Moorhead	cruiser, 1st class	835	6	600	Capt. Woodhouse	Hongkong
Moorhead	river gunboat	85	2	240	Capt. C. E. Moore	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. O. C. Walcott	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. H. T. Atay	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. Lynne	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Reserve	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Commodore Williams	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. E. Seaman	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. West	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. Stevenson	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Comdr. R. W. Glennie	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. G. E. L. Thomas	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. G. B. Spicer-Simon	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. O. W. Wrigglesworth	Wei-hai-wei
Moorhead	river gunboat	85	2	240	Lieut.-Comdr. Jno. F. Knox	Wei-hai-wei

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Class and Description.	Tons.	Guns.	H. P.	Captains.	Shanghai Yokohama
Kaiser Franz Josef	Austro-Hungarian cruiser	4379	19	9000	Capt. Ferdinand Bülby	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koeber	Yokohama
Achilles	French armoured gunboat	1796	10	1700	Lieut. Porret	Haiphong
Adour	French receiving ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-boat	123	—	600	Comdr. Kerihuel	Cape St. James
Alouette	French gunboat	—	—	150	Lieut. Jannet	Hongkong
Alouette	French gunboat	445	10	1000	Lieut. Huet	Salon
Alouette	French gunboat	3045	14	5500	Lieut. L'Eves	Shanghai
Alouette	French cruiser	10,014	28	20,000	Comdr. Anet	Kiunking
Alouette	French armoured cruiser	303	7	6300	Lieut. Coquilin	Salon
Alouette	French sub-marine	350	7	303	Lieut. Gervais	Haiphong
Alouette	French destroyer	9376	36	20,200	Lieut. Saint-Sauve	Hongkong
Alouette	French cruiser	9700	12	18,600	Captain Ridel	Yokohama
Alouette	French gunboat	207	6	300	Lieut. Porter	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Orléans	Yokohama
Alouette	French gunboat	1250	6	2200	Comdr. Saget-Duvanroux	Yokohama
Alouette	French gunboat	9700	12	18,600	Lieut.-Comdr. Simon	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Armbruster	Yokohama
Alouette	French gunboat	307	7	300	Capt. Martel	Yokohama
Alouette	French gunboat	307	7	300	Lieut. du Chemin	Yokohama
Alouette	French gunboat	307	7	300	Capt. Grollier	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Lavisiers	Yokohama
Alouette	French gunboat	307	7	300	Lieut. de Reinach Werth	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Gloriot	Yokohama
Alouette	French gunboat	307	7	300	Lt. Vincent de Brichgans	Yokohama
Alouette	French gunboat	307	7	300	Reserve	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Leblat	Yokohama
Alouette	French gunboat	307	7	300	Capt. Dupuis	Yokohama
Alouette	French gunboat	307	7	300	Capt. Torquem	Yokohama
Alouette	French gunboat	307	7	300	Lieut. Brugnon	Yokohama
Fürst Blomarch	German flagship	11,000	36	14,000	Captain Wilken	Japan
Hansa	German cruiser	6280	24	10,000	Capt. Manoeck	Singapore
Italia	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Hongkong
Jaguar	German gunboat	800	10	1300	Comdr. Klobbe	Hongkong
Locha	German gunboat	850	10	1344	Comdr. Harzog	Hongkong
Möwe	German gunboat	1009	8	875	Comdr. Lubbert	Tsingtao
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tsingtao
Taken	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtao
Tiger	German gunboat	176	5	1200	Comdr. Abeken	Tsingtao
Teintant	German gunboat	—	—	—	Capt. Lieut. Gieseler	Tsingtao
Vaterland	German gunboat	—	—	—	Capt. Lieut. von Bulow	Tsingtao
Vorwärts	German gunboat	—	—	—	Capt. Lieut. Ferber	Tsingtao
Calabria	Italian cruiser	3700	10	7471	Capt. Marone	Shanghai
Elba	Italian cruiser	3800	10	7000	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3800	10	7000	Capt. Presotto	Shanghai
Puglia	Italian cruiser	2498	28	7000	Capt. Pescotto	Shanghai
Adamaster	Portuguese cruiser	1840	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Albatross	U. S. cruiser	3769	28	7500	Capt. Dyes	Cavite
Annapolis	U. S. gunboat	1000	12	1327	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Baltimore	U. S. cruiser	420	7	8000	Capt. Sargant	Hongkong
Berry	U. S. torpedo-boat destroyer	420	10	680	Lieut. Irwin	Hongkong
Callao	U. S. gunboat	208	7	8000	Lieut. Diemar	Hongkong
Chaunoy	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Hongkong
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Hongkong
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garmel	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Capt. Lieut. W. K. Knox	Hongkong
Elcano	U. S. gunboat	660	10	6000	Lt. Comdr. J. Hood	Hongkong
Helena	U. S. gunboat	1392	8	3000	Comdr. P. E. Saryas	Hongkong
Monrovia	U. S. monitor	3280	6	3000	Captain Mahan	Hongkong
Montgomery	U. S. monitor	4084	4	3244	Comdr. J. B. Milhen	Hongkong
New Orleans	U. S. monitor	4337	20	7500	Comdr. G. B. Harbo	Hongkong
Ohio	U. S. battleship	12,000	—	—	Captain Logan	Hongkong
Panama	U. S. gunboat	201	3	250	Comdr. J. E. Bass	Hongkong
Paraguay	U. S. gunboat	201	3	250	Capt. Bennett	Hongkong
Rainbow	U. S. cruiser	4000	14	7500	Capt. Owens	Hongkong
Raleigh	U. S. cruiser	3213	19	7500	Capt. F. F. Fletcher	Hongkong
San Francisco	U. S. cruiser	4668	27	9913	Captain Verry	Hongkong
Wicksburg	U. S. cruiser	1690	13	1118	Comdr. Marshall	Hongkong
Wilmington	U. S. cruiser	347	3	600	Lieut. H. A. Wiley	Hongkong
Wilmington	U. S. gunboat	1284	8	1824	Comdr. A. W. Deed	Hongkong
Wilmington	U. S. gunboat	12,000	60	12,600	Captain Drake	Hongkong

seeing the Chinese in a new light—that generous help in time of distress. The prompt action of the San Francisco Chinese, together with the generosity of local Chinamen and the good work being done by the Tung Wah Hospital authorities, has demonstrated that and His Excellency the Viceroy of Canton has emphasized the fact. Almost unknown to even the local authorities the Viceroy has been doing a great deal to assist in relieving local suffering and for this work of mercy has already contributed the large sum of about \$10,000. Whatever sins of omission have been laid at the Viceroy's door in connection with his administration at Canton his generosity towards his fellow countrymen in time of distress cannot be doubted, as witness the fact of his subscribing no less than \$5,000 towards the relief of sufferers in the San Francisco disaster and his present generous action on the eve of his departure from the Two Kwang.

Tsai Wen, the Viceroy's Foreign Secretary, chanced to be in Hongkong when the typhoon occurred and witnessed the great devastation caused by it. As telegraphic communication with Canton was cut off he could not read a message to the Viceroy but returned to Canton at the earliest opportunity next day and informed His Excellency of the terrible disaster by which Hongkong had been overtaken.

The Viceroy was greatly concerned at the news and at once gave orders to Commodore Lin to proceed to Hongkong with two gunboats and render whatever assistance was possible. Nor was the Commodore sent empty handed. A sum of \$30,000 was placed in his hands by the Viceroy with instructions to visit all the islands and fishing villages on the way to Hongkong and afford such relief and monetary assistance as was immediately needed.

With the gunboats "Chin Tsu" and "Kwang Kuo" this mission was faithfully carried out and many destitute people assisted. On receiving reports of the work done and of still remaining His Excellency on Sunday despatched Tsai Wen and Commodore Kow in the large gunboat "Shen Hang" to afford further assistance, and, as launches were reported to be scarce in Hongkong, ordered a steam launch to accompany them. A further sum of 5,000 taels was sent to the Viceroy with the simple instructions "to use it for the relief of the sufferers according to his discretion and see that it went to the right people."

This is the task that the Tsai and the Chinese officials with him have set themselves. Working in conjunction with the Tung Wah Hospital they have already accomplished much. Yesterday the three men-of-war and the steam launch were busy all day, and to-day they were again outside of the harbour all day. Three hundred coffins for the dead have also been sent from Canton by the Viceroy's orders. "Our idea is, however, not so much to look after the dead as to assist the living," remarked the Tsai yesterday in discussing the subject. He added "We Chinese do not think so much about gathering up the dead, although it is very necessary, as to seeing that the ruined boat people have the means of existence. We mean to visit all the outlying islands and when possible to advance small sums of money for the building of new boats. The Viceroy has instructed me to go to all the islands around the harbour and as far along the coast as Swatow, where I heard yesterday great damage had been done, and to visit them if more money was needed."

To-day the Chinese officials, accompanied by Mr. Parr, local commissioner of customs, visited the islands to the East of Hongkong and to-morrow they will go in the opposite direction. Tsai Wen says that Canton escaped serious damage during the typhoon. A sad accident however happened to one of their customs cruisers during the storm. She was some distance from Canton at the time and was wrecked, all but five of those on board being drowned. Her full complement was about twenty men.

Comments from Shanghai.

There is, unfortunately, no longer any room for doubt that a disaster of a most appalling description befell Hongkong during those three short hours on Tuesday morning when a violent typhoon swept over the Colony. For reasons which have yet to be learned the local Observatory failed to issue any warning of the impending storm and all the shipping in the harbour was taken unawares. The far-reaching results of this omission are sufficiently set forth in the telegrams from our Hongkong Correspondent. We may yet hope that the death toll which is now estimated at 4,000 will be found to have been exaggerated; but it is clear, as the Governor has stated, that the catastrophe has proved more calamitous than any in the history of Hongkong. Widespread sympathy will be felt with the Colony and all its inhabitants, and we hope that our Chinese neighbours will consider that King Edward is only voicing the feelings of the whole British nation when he mentions specially in his message of condolence his sorrow on learning of the heavy loss of Chinese life. From Shanghai, where various ties link us closely to the Southern Colony and we are ourselves liable to similar visitations, there is no need to remind the people of Hongkong of whatever nationality, how deeply we are mindful of the sad loss which has befallen the French Navy.—N.C. Daily News.

NOT IF AS RICH AS ROTHCHILD. If you and all the wealth of Rothschilds, you could not buy a better medicine for bowel complaints than Chamberlain's Colic, Cholera and Diarrhoea Remedy. The most eminent physician can not prescribe a better preparation for colic and diarrhoea, both for children and adults. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

THE NEW MAIL ROUTE.

(From Our Correspondent.)

Victoria, B.C., Sept. 3.

The sailing of the R.M.S. "Empress of China" on Tuesday afternoon, instead of Monday evening as heretofore, carrying this letter with 300 bags of mails, is an epoch-making event—it is the first trip of the newly-established fast service between London and Hongkong, with a schedule of 30 days for the carriage of the British mails to China and vice-versa. The service across the Atlantic is by the "Empress of Britain" and "Empress of Ireland"—two other "Empresses" will ultimately be added—and on the arrival of the Atlantic Empress at Quebec, the newly-established Overseas Mail, a special train which crosses Canada to Vancouver in 96 hours, starts for the B.C. port, where the mails are quickly transferred to the Pacific "Empress" liner which sails for Yokohama and the usual ports en route to Hongkong on arrival of the Overseas Mail. The schedule has been changed for the "Empress" liner, whereby the departure for Vancouver is on Tuesday at 7 a.m., instead of the previous afternoon as in the old schedule, and the time is picked up on the run to Yokohama at which port the liner will arrive at the same time as on the old schedule, and two days will be made on the run to Hongkong. The run from Vancouver via Victoria to Hongkong, via Yokohama and the usual ports, will occupy but 19 days, instead of 21 as at present.

Mr. D. E. Brown, agent at Hongkong, who is among the passengers of the "Empress," frankly declares that the present betterment of the service is but the prelude to a still greater development of the C.P.R. service between Great Britain and the Far East. With the new service now established Yokohama will be brought within 22 days of London, as it were, and Shanghai mails will reach London in 27 days, and Hongkong in 30 days. While, at its inception this service will be monthly, Mr. Brown expresses the conviction that it will in all probability develop into a weekly service, as the problem of quick service between London and the East of Asia is being greatly considered by the Canadian Pacific Company.

"I have no hesitation," Mr. Brown is quoted as stating in Montreal, "that the Canadian Pacific will have four new 'Empresses' on the Pacific ocean uniform in type and speed with the 'Empress of Britain' and 'Empress of Ireland' on the Atlantic."

The company is laying its plan on that assumption now. There will be two more "Empresses" on the Atlantic service—four fast steamers at each ocean wing—that is what bound to come. It may take six or seven years to achieve all this, but it is bound to come.

Twenty years ago the Canadian Pacific with its 4,651 miles of track, had equipment which consisted of 372 locomotives, 304 first and second class passenger and baggage cars, 47 dining and cafe cars, 27 private, official and pay cars, 8,253 freight and cattle cars, and 171 other carriages, and three steamships on the Upper lakes. In the intervening twenty years the locomotives have increased to 1,109, the passenger and baggage cars to 297, the dining and cafe cars to 100, the private, official and pay cars to 50, the freight and cattle cars to 34,122, the conductors' vans to 658, and the other carriages to 1,745.

The expansion of the steamship service has been even more than correspondingly marked. The fleet of three vessels sailing between Owen Sound and Port William has grown amazingly, and the ships flying the red and white house flag of the C.P.R. now also plough the waters of two oceans and the lakes and rivers of British Columbia. On the Atlantic are fifteen C.P.R. steamships, including the two new Empresses, which are breaking all records: six crossing the Pacific; sixteen in the Pacific, Coast service; north and south of Victoria and Vancouver; sixteen on the inland waters of British Columbia; and two car ferries on the Detroit River. Besides this there is the connecting Canadian-Australian line of steamships by which the Antipodes are reached.

The rail mileage has grown, including controlled lines, to 12,883 miles, and every year is seeing this mileage largely increased. The earnings twenty years ago were \$10,000,000, and the operating expenses about \$4,000,000. In the annual report just published it is shown that the earnings have reached the huge sum of \$61,000,000 and the operating expenses over \$38,000,000. These few figures give a fair idea of the development of the Canadian west and the expansion of the C.P.R., which, from being, as at first intended, a mere railway between two points, has become a gigantic transportation company whose ships and trains reach half way around the globe.

On Sept. 18 at the Kawasaki Dockyard the "Woo Ling" built for the Honan Kien Kabushiki Kaisha was launched. At the same dockyard on the 20th the destroyer "Udzuki" was launched.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the cause of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

SPORTING.

Interport Cricket.

THE TEAM FOR HONGKONG.

This following team has been selected to represent Hongkong at Shanghai. They will sail on Thursday and return on October 6th:—
R. Hancock (Capt.), W. C. D. Turner, T. E. Pearce, C. H. Mackay, H. E. Stanger-Lathes, R. E. O. Bird, D. Dixon, Lieut. Lucy, Capt. H. W. Smith, H. W. Woodward, G. E. Morrell, H. P. Phelps (Umpire), Geo. Grimble (Scorer).

Lawn Tennis.

The following is the result of the Doubles Handicap, held by the Craigengower Club, which, after being greatly delayed by wet weather, was concluded on Saturday last.

FIRST ROUND.

W. D. Braidwood and A. O. Brown (a bye)
R. Bess and J. Toppin
I. Fairholm and J. D. Kinnaid
F. Baker and L. A. Rose scratched to L. E. Lammer and A. E. Asper.
L. Vincent and E. Irving beat F. Loureiro and J. Pettigrew 5-4, 7-5
R. B. Cooper and N. F. Nalladaroo (a bye)
J. W. Stewart and F. Drake
R. Kapp and H. Rapp

SECOND ROUND.

J. Fairholm and J. D. Kinnaid beat L. E. Lammer and A. E. Asper 6-2, 6-4
W. D. Braidwood and A. O. Brown beat R. Bess and J. Toppin 6-3, 6-2
L. Vincent and E. Irving beat R. B. Cooper and N. F. Nalladaroo 6-2, 6-4
J. W. Stewart and F. Drake beat H. Kapp and H. Rapp 7-5

SEMIFINALS.

W. D. Braidwood and A. O. Brown beat J. Fairholm and J. D. Kinnaid 8-6, 1-6, 6-3
L. Vincent and E. Irving beat J. W. Stewart and F. Drake 2-6, 6-2, 8-6

FINAL.—(Best of 5 sets.)

L. Vincent and E. Irving beat W. D. Braidwood and A. O. Brown 6-4, 6-2, 6-4

Football.

THE HONGKONG CLUB MEETING.

The members of the Hongkong Football Club are looking forward to the 1906-7 season with pleasant anticipation and the large attendance at the annual meeting held in the Hongkong Hotel yesterday augurs well for the club. Mr. Frank Brown (president) was in the chair, and there were also present Messrs. H. F. Chard (rugby captain), H. C. Gray (association captain), P. W. Goldring, A. O. Lang (members of committee), R. H. Crofton (hon. sec.), E. F. Ascutt, H. G. O. Bailey, H. J. O. Barnett, F. O. Davies, A. M. Forrest, H. L. Garrett, T. C. Gray, F. C. Hall, W. H. Williams, C. B. Hayward, R. Henderson, C. C. Hickling, E. Humphreys, J. P. F. Joki, F. C. Kendall, H. M. Kendall, A. B. Livesey, R. Miller, A. Morley, O. M. Preshaw and S. M. Thorpe. In addressing the meeting the Chairman pointed out that last season no less than 44 matches were played. That was a very large number, and he thought it was at any rate as many as they had played in any previous season. One very good feature about the matches was that they were commenced very promptly, and the Chairman thought he had never before seen such co-operation on the part of players with their captains. This co-operation greatly assisted the latter in their work, and enabled them to provide matches for players. It had always been the policy of the Club to provide as many matches for as many players as possible. In the Shield competition the Club got further than it has done for many years. The final match was played on an unfavourable ground, but nevertheless, after an intensely exciting game, they were beaten by only two goals to nil. He hoped next year they would be more successful. A pleasing feature last year was the visit of a team from Canton which he hoped would become an annual feature, and that matches would be played either here or at Canton. The committee congratulated themselves on having a balance of \$566.14. That would be available to a large extent to commence the season with, but on account of the typhoon the band was completely wrecked and the dressing room seriously damaged. There was a slight deficit of \$65.80 in the account of the Football Challenge Shield Committee. The season had been a good one, and their thanks were due to the captains for their efforts (hear, hear). The Chairman then referred to last year's officials. "Mr. Chard," he said, "thinks it is time for him to retire; I am sure we don't think so, still he feels he would like to make room for someone else. I am glad to say Mr. Gray will continue. Our thanks are due also to our hon. secretary, Mr. Crofton, and I am sorry to hear that he also would like to make way for somebody else. I am sure we are sorry to lose his services. His is a thankless task, but he has done it with a great deal of work to do. We would thank the treasurer, Mr. Henderson, members of committee and others for anything they may have done to help football in the past season, not forgetting Mr. Miller, who devoted a good deal of time in connection with the shield (hear, hear). I hope the season now commencing will prove as good as the last. The report and accounts were passed on the motion of the Chairman, seconded by Mr. Chard.

Mr. Frank Brown was re-elected President of the Club, while the following were also elected to the respective positions:—Mr. T. E. Pearce, captain of Rugby team; Mr. H. C. Gray, captain of the Association team; Mr. A. M. Forrest, treasurer; Mr. T. C. Gray, honorary secretary; Messrs. A. O. Lang, R. Miller, G. E. Morrell, H. F. Chard, P. W. Goldring and H. M. Kendall, members of the Committee.

THE SIX-SIDE GAMES.

Mr. R. Macpherson, the honorary secretary of the Hongkong Football Club, requests members who are desirous of playing in the Six-Side Tournament and have not yet entered their names, to do so as early as possible.

CHAMBERLAIN'S COLIC CURE.

In their report for 1906-6 season the Committee of the Craigengower Cricket Club state:—
In the League Competition the Club was second with 24 points. Of the 14 matches played, 7 were won, 4 lost and 3 drawn. Matches were also arranged for the "A" team players whenever the ground was available and a team could be raised. In League Matches Mr. B. Bess made the list of batting averages and also made the highest score 82 (not out), whilst Mr. E. Ford was first in bowling with an average of 7.

CHAMBERLAIN'S PAIN BALM.

This liniment should occupy a prominent place in every home. It has no equal for its prompt cures of cuts, burns, bruises and sprains. For sale by all chemists and storekeepers.

Lawn Tennis.—The ground was thrown open for tennis throughout the year. The tournament held in the summer resulted as follows:—Singles (Scratch) Mr. E. Papp first, with Mr. A. O. Brown second. Singles (Handicap) Mr. L. Vincent first with Mr. J. D. Kinnaid second. Doubles (Handicap) Messrs. L. Vincent and E. Irving first with Messrs. W. D. Braidwood and A. O. Brown second. The tennis match between the T.M.C.A. and the Club took place on 16th June and resulted in a win for the Club, which scored 77 games against their opponents 60. It is to be hoped that this will be an annual function.

Membership.—The roll of members (including absentees) was 68.
Financial.—The total receipts amounted to \$1,838.35 and expenditure \$1,074.03 leaving a balance in hand of \$1,063.70.

Pavilion.—The severe typhoon which swept over the Colony on the 18th September has caused some damage, though not considerable, to the pavilion, and repairs are now being effected.

Goal.—The new gear for cricket and tennis is due to arrive next month. We regret to record the death of Mr. E. R. Horton, who was at one time a very prominent player in the team. The cordial thanks of the Club are due to Mrs. Bellillo for presenting the annual prizes to Mr. Raphael R. Bellillo (a former Treasurer) for presenting a cup (to be won two years successively or three times in all before becoming the property of the player at the top of the batting average); the President for his customary prizes and an anonymous member for his special batting prize.

Cricket.

HONGKONG CLUB'S REPORT.

The report of the Hongkong Cricket Club for 1906-6 shows there was a surplus of \$49.90 on the year's working, which has been added to the reserve account, now standing at \$5,831.63. \$665.07 has been written off sundry debtors and building and furniture accounts, and \$533.50 has been expended on a special overhaul of the Racquet Court Buildings which are now in an excellent state of repair. It is again the regret of the Committee that the funds do not allow the redemption of \$150.00 of the Club's debt, but the debt, but \$550 worth have been brought back from members who were leaving the Colony. Debtors interest, \$887, has been allowed for and was paid on the 1st inst. There was a larger number of absent members and resignations during the season, and this together with the withdrawal of the Fleet accounts for the income from subscriptions being reduced from \$8,855 to \$7,647.50. The bad weather experienced during the season also affected the receipts of the Club, the heavy showers and a heavy falling of rain in sales and corresponding profits. The Club played 12 matches against the Navy and Garrison, etc., of which five were won, one lost and six drawn. The short hours available for play account for the large proportion of draws. There were also several other matches (such as "Longs" v. "Shorts," etc.). The following scores of 100 and over made:—L. Bess, R.N., 106 (not out); Mr. W. C. D. Turner, 107; Mr. H. W. Woodward, R.N., 103; Mr. W. A. Powell, 100 (not out); Mr. T. E. Pearce, 114; and Mr. W. Dixon, 102. Mr. W. C. D. Turner leads the batting averages with 49.43, and Mr. C. H. Mackay the bowling averages, with 41 wickets for 597 runs, or 14.66 runs per wicket. The Hongkong Cricket Club League Team played 14 matches, of which 6 were won, 7 lost and 1 drawn. The team took 6th place in the League competition. The annual Lawn Tennis Match against the L.R.C. was played in June and resulted in a win for the Hongkong Cricket Club by 68 games to 50. The Lawn Tennis Tournament was played in April, May and June, being much interfered with by wet weather. Mr. B. Bess won the Championship and the "A" Class Singles Handicap. The "B" Class Singles Handicap was won by Mr. C. O. Rutledge. Messrs. R. Hancock and P. C. Zehmann were the winners of the professional pairs, and Messrs. J. L. Macpherson and C. O. Rutledge won the Doubles Handicap. The Racquet Championship was won by Mr. R. Hancock, who also won the Singles Handicap. Messrs. G. H. Edwards and O. A. Parker, R.N., were the winners of the Doubles Handicap. During the year 87 new members joined the Club. The total number of members is 680, and the number of new subscribers is 24.

The Committee has also decided to revert to the former system by which no one who had not latted or bowled in 10 innings can qualify for the batting and bowling averages, with the reservation that not less than 10 wickets will qualify for the bowling average. It is with deepest regret that the Committee has received the sad news of the death of their President, Mr. E. W. Mitchell, on the 7th inst., who was also one of the oldest members of the Club. His guiding influence in the Committee, his regular attendance at matches, and his interest in all that concerned the Club will be greatly missed, and it will be very difficult to replace. The annual general meeting will be held in the Pavilion on Wednesday, 28th September, 1906, at 5.30 p.m. The thanks of the Club are due to Mr. T. O. Gray for making out the cricket averages and to Mr. E. H. Hinde for auditing the accounts. During the absence and since the death of Mr. E. W. Mitchell, Hon. Mr. T. S. S. Smith has acted as President of the Club. The other members who served on the Committee during the past year were:—Messrs. R. E. O. Bird, P. W. Goldring, R. Hancock, R. Hancock, H. W. Phelps, W. C. D. Turner, H. W. Woodward, R.N., Lt.-Col. Aitken, 119th Inf., and Major A. A. Chichester, D.A.A.C.

The Royal Mail Steam Packet Company intimate that an arrangement has been concluded with the Crown Agents for the Colonies for a fortnightly Intercolonial Mail Service between Barbadoes, St. Vincent, Grenada, and Demerara, and a four-weekly mail service between Barbadoes, St. Lucia, Dominica, Montserrat, Antigua, Nevis, and St. Kitts. This Intercolonial mail service is quite distinct from the West India and New York Transatlantic Service of the R.M.S.P. Company, which service is now being performed without any subsidy from the Government.

By kind permission of Lieut.-Col. C. H. W. Price and Officers, the band of the 129th Balaclava will play the following programme during dinner, at the Eowloon Hotel, tomorrow (Wednesday) evening, at 8 o'clock, weather permitting:—
March....."Stars & Stripes".....Souza.
Overture....."Charles VI".....Halory.
Selection....."Mikado".....Sullivan.
Valse....."The Choralists".....Phelps.
Three Dances from Henry VIII.....Gorham.
Selection....."The Earl & the Girl".....Monckton.
Cake Walk....."A Corn Band Contest".....Pryor.

LONDON LETTER.

(From Our Correspondent.)

London, August 24.

The verdict in the Townshend case amounts to a statement that the young marquis is quite capable of taking care of himself but cannot take care of his money. I fancy that many of us are in the same category. The report of the War Stores Commission shows that several gallant officers, against whose personal character no one would dream of saying a word, are quite as incompetent as any marquis when money or money's worth is in question. No critic has yet suggested a lunatic asylum or a keeper for them. The marquis is an amiable individual, perhaps weakly governed, the predestined prey of sharpers, (I beg pardon, I merely mean men of financial acumen) and has fallen among financiers. If the case goes no further, the recent decision may protect the remainder of his dollars, and the care and affection of the Marchioness will do all that remains.

The verdict of the "Montagu" court-martial seems to the lay mind rather severe. Just as thoughtless parents punish children rather for the amount of damage done than for the degree of criminality involved, so Admiralty opinion seems swayed by the consideration that a million and a half were lost in five minutes, though the blundering would really be as culpable if a coasting hooker had been sent away. Virtually Captain Adair has been punished for obeying orders. The Court holds that, though he was distinctly directed to keep in touch with Landy, he should have set his back up against the King's Regulations as to dangerous channels, and declined the task of navigating the Bristol Channel in a fog. A merchant skipper must go where he is sent, whatever the risk, or he will soon find himself without a boat, but a Navy man has a wider liberty and must accept the responsibility. The newspapers are smugly congratulating the British public that a battleship cannot be lost without somebody being punished for it. In fact the Captain has been dismissed not so much for losing his ship as that ships may be lost. The principle is unjust to the individual but defensible on the ground of public expediency.

The question of the unemployed is again attracting attention and it is as well that this should be so in the summer before the winter brings widespread distress and hinders public bodies into wasteful and ineffective expenditure. I believe the British people have brought the problem on themselves by seventy years of socialistic legislation. The establishment of a moderate amount of Free Trade was the last kick of the old individualistic laissez-faire school. Since then we have fallen into the clutches of government interference in all our concerns, with a disastrous weakening of individual responsibility. State or municipal control over the building of our houses, the hours of our work, the vaccination and education of our children, and there is no part of our life in which we must not submit to be pawed over by some clumsy official or Trade Union. If now a grandmotherly system says that every man shall be kept whether he works or not, we may expect the unemployed to increase. A revolt of tax and ratepayers favouring less interference might yet save us. If that does not yet occur we shall soon have "free" medical inspection, feeding, clothing, etc., paid for by those who are foolish enough to go on earning what they consume, a policy worthy of Utopia Limited.

Mr. William Jennings Bryan is not the first statesman to reconsider a determination to retire. When Bismarck retired three years ago he announced his abandonment of presidential ambitions but, as President Roosevelt is unwilling to take a third term of office, Mr. Bryan is likely to lead the Democratic party in the contest of 1908. Under American methods of electioneering it is none too soon to begin the organisation of victory. Questions of principle are by no means the only things at stake in a republic, and the creaking of party wheels will be the loudest sound in the States for many months yet. The balance of the campaign is said to be held by Mr. William Randolph Hearst, Editor of the New York Journal, and controller of 100,000 votes in that state.

Next week a new route to Ireland will be opened by the Great Western Railway Company. Brunel indicated Fishguard, on the Northern coast of Pembrokeshire, as a possible future rival of Liverpool and the Severn tunnel has made it readily accessible from London. From Fishguard turbine steamers will take passengers in 2½ hours to Rosslare in Co. Wexford and thence the Railway will distribute them, so that it will be easy to dine in London and breakfast in beauty's home, Killarney.

This will be illustrated.
Orders MUST be sent in early.
This edition WILL INCLUDE ALL TYPHOON NEWS from Tuesday, the 18th, to Saturday, the 29th.

TYPHOON RELIEF FUND.

Readers are invited to give what they can spare to this fund. A great percentage of the spongers men and women have been left destitute by the typhoon on Sept. 18. Can you help?

The following subscriptions have been received:—

CHINA MAIL.....	50.00
P. Hayes.....	10.00
H. Hayes.....	10.00
Reidley.....	10.00
Mr and Mrs A.....	20.00
Capt. and Mrs Lyons.....	20.00
An Indian Sympathiser.....	25.00
An Italian.....	10.00
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Rev. C. Bone.....	10.00
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E. C. Bone.....	20.00
A. W. Webb.....	10.00
"C".....	5.00
S. Monteith and Co.....	25.00
Staff of S. Monteith and Co.....	25.00
Staff and Scholars St. Stephen's College.....	300.00
Ward Room Officers C.R.S.....	
"Fellow".....	50.00
Mrs Von Stockhausen.....	20.00
T. K. D.....	5.00
Boys of St. Joseph's College.....	75.00
J. J. A.....	10.00
E. C. B.....	15.00
C. S.....	10.00

CANTON'S ASSISTANCE.

His Excellency the Governor has received from Mr. Mansfield, H. B. M. Consul General at Canton, a cheque for \$1500, being the subscriptions of the foreign community at Canton towards the relief of the Chinese sufferers from the late typhoon. Mr. Mansfield in forwarding the cheque, says:—
"On behalf of our little community I desire to express our deep sympathy with Your Excellency and the Colony generally in the appalling disaster which has befallen you."

In acknowledgment His Excellency has written:—I beg to convey to you most cordial thanks for this generous testimony of kind and neighbourly feeling."

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TYPHOON NEWS.

We regret to have to announce that the

Special Edition

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CHINA MAIL

HAS BEEN SOLD OUT.

This edition was an exceptionally large one but the demand for it has been colossal.

We intend to issue the whole of the Typhoon Reports in the OVERLAND CHINA MAIL to be despatched by the French Mail next week.

This will be illustrated.
Orders MUST be sent in early.

This edition WILL INCLUDE ALL TYPHOON NEWS from Tuesday, the 18th, to Saturday, the 29th.

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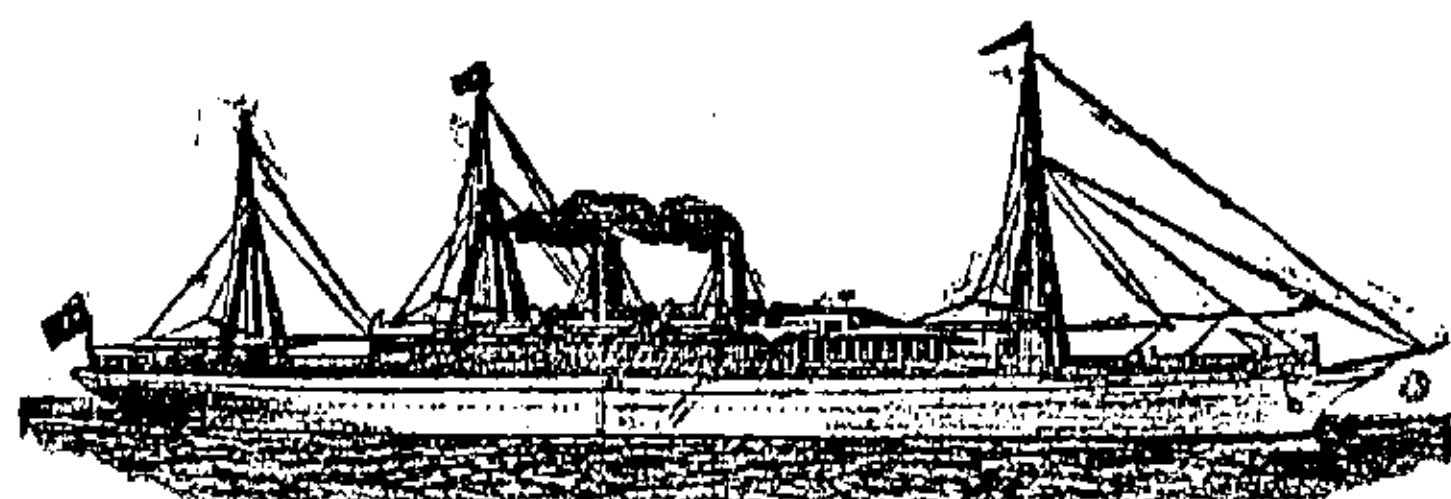
Will despatch VESSELS to the undermentioned PORTS on the DATE named—

FOR DESTINATION TO RAIL ON REMARKS.

MARSEILLES, LONDON & SOCOBRA About 27th September. Freight only.

P. & O. S. N. Co.'s Office. R. A. HEWITT, Superintendent.

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Passenger	Leave Hongkong	Arrive Vancouver
R.M.S. EMPRESS OF JAPAN	Thursday, Sept. 27	Oct. 15
EMERALD	Thursday, Oct. 3	Oct. 27
EMERALD	Thursday, Oct. 10	Nov. 12
TARTAR	Thursday, Oct. 17	Nov. 24
EMERALD	Thursday, Oct. 24	Dec. 10
EMERALD	Thursday, Oct. 31	Dec. 17

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HONG KONG MARU, Tons 6,243, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
	KAWACHI MARU, Tons 6,309, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.
	AWA MARU, Tons 6,227, Capt. N. Trent	WEDNESDAY, 31st Oct., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	AKI MARU, Tons 6,444, Capt. M. Yagi	MONDAY, 15th Oct., at 4 p.m.
	KAGA MARU, Tons 6,301, Capt. A. Christiansen	TUESDAY, 13th Nov., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Tons 5,076, Capt. Hunter	SATURDAY, 29th Sept., at Noon.
	YAWATA MARU, Tons 3,817, Capt. W. Townsend	FRIDAY, 2nd Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4,709, Capt. J. Nagao	SATURDAY, Sept. 23, at Noon.
	BOMBAY MARU, Tons 4,826, Capt. K. Ishikawa	TUESDAY, 9th October.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.
SHANGHAI & KOBE.	TOTOMI MARU, Tons 3,412, Capt. A. Keith	TUESDAY, Sept. 25, at 6 a.m.

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A. S. MIHARA, Manager.

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EUROPEAN SERVICE.

FROM	ATANKER	DATE
GLASGOW AND LIVERPOOL	MENSLAUS	27th September.
GLASGOW AND LIVERPOOL	NINGCHOW	27th
GLASGOW AND LIVERPOOL	DARPAUS	4th October.
GLASGOW AND LIVERPOOL	JASON	10th
GLASGOW AND LIVERPOOL	DEUGALION	17th

HOMEWARDS.

FROM	ATANKER	DATE
HAVRE, ROTTERDAM & LIVERPOOL	KINCYCK	3rd September.
LONDON, AMSTERDAM & ANTWERP	CYCLOS	2nd October.
LONDON, AMSTERDAM & ANTWERP	MACHAON	9th
ANTWERP, LONDON & LIVERPOOL	CACTHAR	20th

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EASTWARD.

FROM	ATANKER	DATE
VICTORIA, SEATTLE, TACOMA, and	NINGCHOW	29th September.
PACIFIC COAST PORTS, Via NAGA-	TAKAMACHU	2nd October.
SAKI, YOKOHAMA, HONOLULU, and	ANTHONY	2nd Oct-Nov.

WESTWARD.

FROM	ATANKER	DATE
TACOMA, SEATTLE, VICTORIA	ONPA	2nd October.
and PACIFIC COAST	TELMACHU	3rd November.
	BELLEVUE	3rd December.

For freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	ATANKER	TO SAIL
MANILA	THAN	6th September.
TIENTSIN	LIANGCHOW	27th September.
NINGPO & SHANGHAI	KIUKANG	27th September.
SHANGHAI	YONGHONG	1st October.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, OOKTOW, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	CHANGHUA	5th October.

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RUBI	2540	R. Almond	Manila direct	Saturday, Oct. 6, at Noon.

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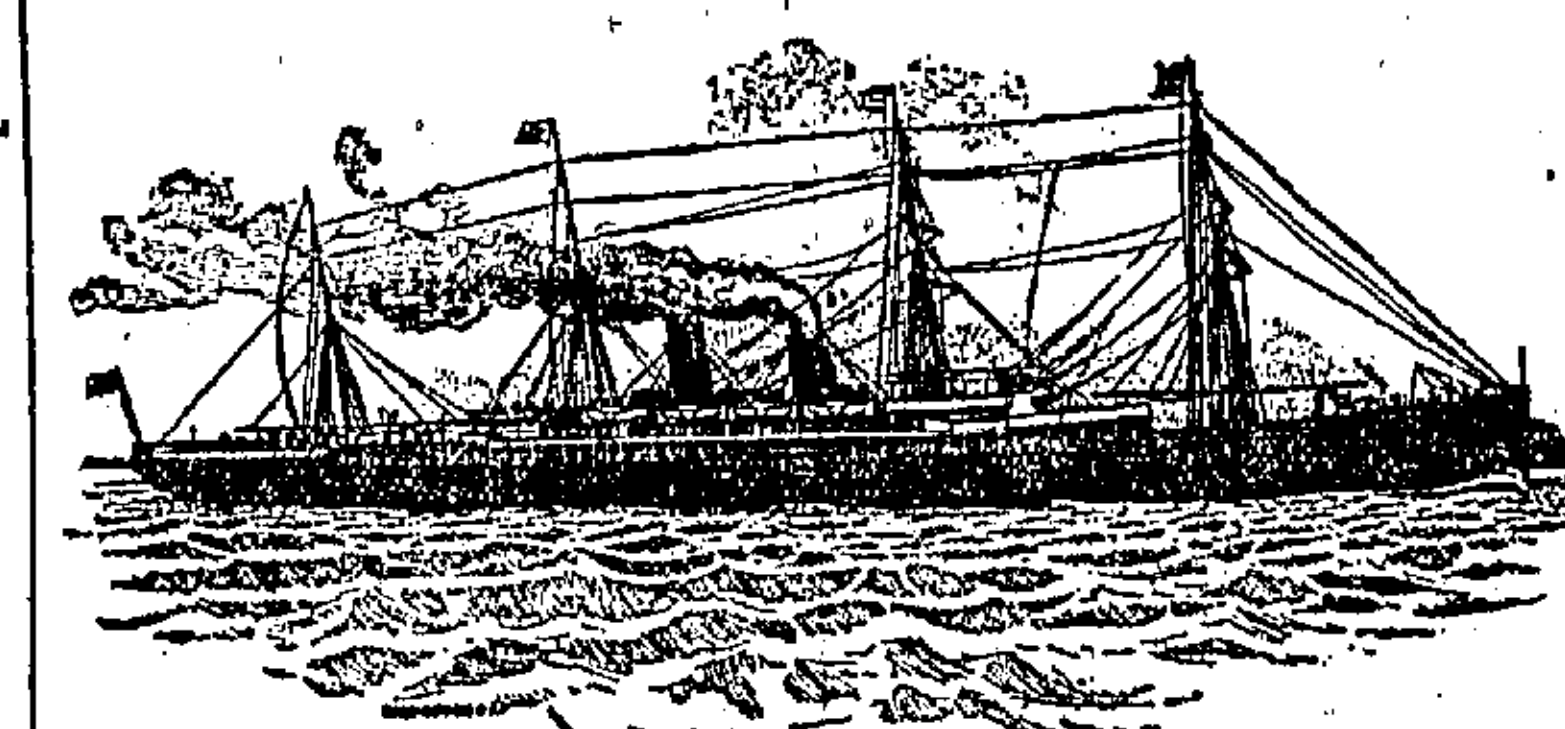
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* HONGKONG MARU	11,000	Gross Tons,	TUESDAY,	2nd Oct.,	at Noon.
* KORRA	18,000	"	FRIDAY,	12th Oct.,	at Noon.
* AMERICA MARU	11,000	"	TUESDAY,	2nd Oct.,	at Noon.
* SIBERIA	18,000	"	TUESDAY,	30th Oct.,	at Noon.
* CHINA	18,000	"	TUESDAY,	6th Nov.,	at Noon.
* MONSIEUR	17,000	"	TUESDAY,	13th Nov.,	at Noon.
* NIPPON MARU	11,000	"	TUESDAY,	20th Nov.,	at Noon.
* DORIC	9,500	"	FRIDAY,	30th Nov.,	at Noon.
* OPTIO	9,000	"	SATURDAY,	8th Dec.,	at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, OHLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd October, 1906, at Noon, taking cargo for Japan and the United States.

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+ SHANGHAI KWONGSANG WEDNESDAY, Sept. 26, at 4 p.m.

+ SINGAPORE, PENANG, RUTANG THURSDAY, Sept. 27, at 3 p.m.

AND CALCUTTA

+ MANILA YUENSANG FRIDAY, Sept. 28, at 4 p.m.

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* UYRA 4417 G. V. Williams 29th September.

SHAWHUT 9806 E. V. Roberts 24th October.

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WASHING BOOKS.

(In English and Chinese)

W. WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price 50 Cents.

Carry Mail Office, 5, Wyndham Street.

Shipping.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD. BREMEN.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

THE Steamship PRINZ SIGISMUND, Captain D. Lenz, will leave for the above places on WEDNESDAY, the 26th inst., at 4 p.m.

This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to NORDDEUTSCHER LOYD, BREMEN.

Hongkong, September 24, 1906. 1844

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERMANENT, RED SEA, BLACK SEA, LEBANON, VENICE and ADELPHI PORTS).

THE Company's Steamship SILEZIA, Captain STABLE, will be despatched as above on THURSDAY, the 27th inst.

This Steamer has special accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDEL, WHEELER & CO., Agents.

Hongkong, September 4, 1906. 1743

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain St John Gibson, will be despatched as above on SATURDAY, the 29th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

2/- To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6, 1906. 1762

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	Plymouth
Colombo		Marseilles & London (2 days earlier)		London (1 day later)
* OCEANA 7000	Oct. 5	INDIA 800	Sunday, 3	Saturday, 10
DELI 8000	Oct. 20	MONGOLIA 1000	Nov. 17	Nov. 24
BUMBA 8000	Nov. 4	BRITANNIA 7000	Dec. 1	Dec. 8
DELTA 8000	Nov. 17	MOULTAN 1000	Dec. 15	Dec. 22
MALTA 8000	Dec. 1	HIMALAYA 7000	Dec. 29	Jan. 5
DEVANHA 8000	Dec. 15	MOLDAVIA 1000	Jan. 12	Jan. 19
DELI 8000	Dec. 29	VICTORIA 7000	Jan. 26	Feb. 2
ARCADIA 7000	Jan. 12, 1907	OHINA 4000	Feb. 9	Feb. 16

* The "Oceana" proceeds through, and takes passengers for Marseilles and Plymouth without transhipment.
Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
No transhipment in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
Attention to the above Mail Steamers the following:
INTERMEDIATE (Non-Transhipment) STEAMERS

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	HONGKONG	London
Tonnage		
* MANILA 4500	Oct. 24	Dec. 10
* NILE 7000	Nov. 7	Dec. 24
* CEYLON 4500	Nov. 21	Jan. (1907)
* SUMATRA 5000	Dec. 5	Jan. 21
* NARVA 5000	Dec. 19	Feb. 4
* NORD 5000	Jan. 2	Feb. 18
* NORD 5000	Jan. 16	Mar. 4
* NORD 5000	Jan. 30	Mar. 18

These Steamers call also at Singapore, Penang, Ceylon, and at Malacca, Suez, and Port Said.
* Carry only First Saloon Passengers.
* Carriage and 2nd Saloon Passengers.
For Passage, Apply to
F. A. HEWETT,
Superintendent.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination	To Sail
BRISGAVIA	SHANGHAI, KOBE & YOKOHAMA.	28th Sept.
HABSBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SEGOVIA	YOKOHAMA & KOBE.	Beginning of Oct.
SITHONIA	SHANGHAI, KOBE & YOKOHAMA.	14th Oct.
C. FRED. LARSEN	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.
ANDALUSIA	SHANGHAI, KOBE & YOKOHAMA.	13th Nov.
AMBRIA	SHANGHAI, YOKOHAMA & KOBE.	27th Nov.

HOMEWARD.

(Taking Cargo at through-rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, London, Oporto, Lisbon, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant; Black Sea and Baltic Ports; North and South American Ports), also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

Steamers	Destination	To Sail
SENIGALLIA	HAVRE, ANTWERP & HAMBURG.	10th Oct.
SUEVIA	HAVRE, BREMEN AND HAMBURG.	16th Oct.
HABSBURG	via Singapore, Penang & Colombo.	2nd Nov.
BRISGAVIA	NAPLES, HAVRE AND HAMBURG.	16th Nov.
SITHONIA	via Singapore, Penang & Colombo.	16th Nov.
REHANIA	HAVRE & HAMBURG.	30th Nov.
ANDALUSIA	NAPLES, HAVRE & HAMBURG.	14th Dec.
AMBRIA	via Singapore, Penang & Colombo.	14th Dec.
ANDALUSIA	HAVRE & HAMBURG.	28th Dec.
AMBRIA	via Singapore, Penang & Colombo.	28th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins unshipped. Lighted throughout by electricity, duty qualified Doctor and Stewardess on board. Laundry on board.
* Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

Steamers	Destination	To Sail
DAPHNE	NAGASAKI AND VLADIVOSTOK.	Beginning of October.
KOWLOON	SHANGHAI AND CHINKIANG.	To follow.
LYDIA	SHANGHAI AND CHINKIANG.	Freight & Passengers.

* Taking Cargo at through rates to Tientsin and Chemulpo.
For Freight and Passage, apply to
For Steamers of the Coast Service marked 1 to
SIEMSEN & CO. HAMBURG AMERIKA-LINIE HONGKONG OFFICE. 313

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co's S.S.	For	Leaving
MASAN MARU, Capt. S. TAMAM.	TAMU, Via SWATOW AND AMOY.	SUNDAY, Sept. 30, Daylight.
* SOSHU MARU, Capt. T. SUGIWA.	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW.	SUNDAY, Sept. 30, at 10 a.m.
AKASHI MARU, Capt. J. A. MELLIN.	ANPING, Via SWATOW AND AMOY.	WEDNESDAY, Oct. 3, at 10 a.m.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample, Unrivaled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply to the Co's local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906.
PRINZ HEINRICH	WEDNESDAY, 28th Sept.
PRINZ LUDWIG	WEDNESDAY, 10th Oct.
PRINZESS ALICE	WEDNESDAY, 24th Oct.
ROHN	WEDNESDAY, 7th Nov.
RUDEL	WEDNESDAY, 21st Nov.
PRINZ REGENT LUITPOLD	WEDNESDAY, 5th Dec.
PRINZESSE ALICE	WEDNESDAY, 19th Dec.
PRINZESSE ALICE	WEDNESDAY, 2nd Jan.
PRINZESSE ALICE	WEDNESDAY, 16th Jan.

(N) WEDNESDAY, the 28th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain Grosse, with Mails, Passengers, SPECIE and CARGO, will leave this Port at Noon, on Monday, the 24th September, Cargo Shipping Orders will be granted till Noon, on Monday, the 24th September, and Specie will be received on Board until 5 p.m. on Tuesday, the 25th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 25th September.
Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lb, and Parcels must not exceed Two Cubic Feet in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	£81.0.0	£42.0.0	£32.0.0
To Southampton, London, Bremen and Hamburg	91.0.0	63.0.0	33.0.0
To New York, via Suez	65.0.0	44.0.0	24.0.0
Via Naples, Genoa or Gibraltar	97.0.0	60.0.0	36.0.0
To New York, via Suez	64.0.0	44.0.0	26.0.0
Via Naples, Genoa or Gibraltar	115.0.0	78.0.0	47.0.0
To Bremen or Southampton	63.0.0	46.0.0	27.0.0
Via Bremen or Southampton	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1906.
PRINZ SIGISMUND	3302 tons, TUESDAY, 18th Oct.
WILHELM	4763 tons, TUESDAY, 13th Nov.
PRINZ WALDEMAR	3327 tons, TUESDAY, 18th "

ON TUESDAY, the 18th day of September, at Noon, the Steamship PRINZ WALDEMAR, Captain WARTZMAS, with Mails, Passengers, and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Manila	£80.0.0	£30.0.0	return £80.0.0
To New Guinea	£28.0.0	£18.0.0	return £28.0.0
To Brisbane	£30.0.0	£20.0.0	return £30.0.0
To Sydney	£34.0.0	£22.0.0	return £34.0.0
To Melbourne	£34.0.0	£22.0.0	return £34.0.0
To Yokohama	£34.0.0	£22.0.0	return £34.0.0
To Kobe	£34.0.0	£22.0.0	return £34.0.0
To Yokohama & back from Kobe to Hongkong	£140.0.0	£100.0.0	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG
To Europe via Australia and Colombo by Imperial Mail Steamer ... £27.0.0.
To Europe via Australia and America ... 96.0.0.
(from Australia to New York via Vancouver by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ LUDWIG	WEDNESDAY, Sept. 26.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ SIGISMUND	WEDNESDAY, Sept. 26.
Do	PRINZESS ALICE	WEDNESDAY, Oct. 10.

* Reaching Yokohama in less than 6 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG, via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:—

	1st Class
to London via Plymouth or Southampton	£82.0.0
to Bremen	£82.0.0
to Paris via Cherbourg	£82.0.0
to Naples, Genoa, via Gibraltar	£82.0.0

For further Particulars, apply to
Norddeutscher Lloyd.
MELOERS & CO., Agents.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departures of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

£17 per Annum (including Postage)

* CHINA MAIL OFFICE, 5, WYNDHAM STREET, HONGKONG.

To be had at the "China Mail Office" 5 Wyndham Street.

"HANDFUL OF DIAMONDS."

Search For A Treasure Island.

Further facts are now available, according to the Central News, concerning the mysterious expedition which left Gravesend recently on board the steamship "Xema," with the reported object of searching for treasure. Lord Fitzwilliam conducted a treasure hunting expedition to Cocos Islands last year with the yacht "Veronique," and his name has been mentioned in connection with the present venture. It appears, however, that apart from his being the owner of the steamer "Xema," which has been chartered, Lord Fitzwilliam has no interest in the affair.

The destination of the present expedition is stated to be an uninhabited island, off the coast of South-West Africa, somewhere in the neighbourhood of Walvisch Bay, and its origin is explained in the following manner:—In 1897, Captain R. Jones, a trader between Cardiff and South Africa, met a Mr. Griffith, then consulting engineer to the De Beers Company, during a visit to Capetown and showed him a handful of stones which he said he had picked up on an island off the African coast. Mr. Griffith saw that the stones were worth between £10,000 and £15,000, and was naturally greatly interested in the discovery. What, however, gave Griffith interest to the find was Mr. Griffith's assertion that the stones, though undoubtedly diamonds, had not been taken from any known mine, by reason of the difference in crystallization.

Not long after this Captain Jones died, and left all his property to a chemist, named Williams, at the same time bequeathing to Mr. Griffith a chart of the island showing the latitude and longitude. The latter gentleman subsequently handed over this document to a Mr. E. Kenyon Collis. These were the main incidents preceding the formation of "The Collis Diamond Syndicate," which has recently been registered with a capital of £25,000, divided into 25,000 ordinary shares of £1 each, and 10,000 ls. deferred shares. The directors of the company Sir Alexander Muir Mackenzie, Captain A. L. Hughes, Captain Frederick G. Jackson (of the Jackson-Harmaworth Polar expedition), Mr. A. Lyndberg, of Hattogard, and Mr. A. B. Larkins, mining engineer. Amongst the leaders of the expedition who are on board are Mr. E. Kenyon Collis, Mr. William Griffith (manager), and Mr. Frederick Webb (mine manager). The secretary of the company, which has offices in Pall Mall, is Mr. G. F. Bond. After calling at St. Helena, the "Xema" will it is believed, proceed to the neighbourhood of Walvisch Bay.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast

Proposed SAILINGS FROM HONGKONG.

STEAMERS. To SAIL, 1906.

ERROLL. About Oct. 2

For Freight and further information, Apply to

DODWELL & CO., LTD.

Agents.

Notice to Consignees

BROCKLEBANK LINE TO THE FAR EAST.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship Pindar, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 28th September, or they will not be recognized.

The Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, September 21, 1906. 1834

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 1st of October, at 10 a.m.

All Claims must reach us before the 6th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOERS & Co., Agents.

Hongkong, September 24, 1906. 1850

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... " 2,000,000

CAPITAL UNPAID ... " 3,000,000

RESERVE FUND ... " 13,700,000

SPECIAL RESERVE FUND ... " 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

TOKYO, KOBÉ, NAGASAKI

LONDON, LYONS, NEW YORK

HONGKONG, SHANGHAI, TIENTSIN

PEKING, HANKOW, YOKOHAMA

PORT ARTHUR, CHUNGO, TAIPEI

OSAKA, MANILA, CEBU

BRANCHES AND AGENTS:

The London Joint Stock Bank, Limited,

Part's Bank, Limited,

The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2 1/2 per annum on the daily balance.

On fixed deposits for 12 months, 5 1/2 per annum.

On fixed deposits for 6 months, 4 1/2 per annum.

On fixed deposits for 3 months, 3 1/2 per annum.

(TAKES TAKAMOTHI, Manager.)

Hongkong, September 23, 1906. 6

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £1,000,000

RESERVE FUND ... £1,000,000

SILVER RESERVE ... £1,000,000

REVENUE LIABILITY OF ... £1,000,000

PROFITABLE ...

COURT OF DIRECTORS:—

A. HAYES, Esq., Chairman.

G. H. MURPHY, Esq., Deputy Chairman.

G. Balloch, Esq., D. M. Nisim, Esq.

E. Goetz, Esq., A. J. Raymond, Esq.

Hon. Mr. W. J. Gresson, H. A. Sles, Esq.

O. R. Lenzmann, Esq., H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:

